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COUNTRY	East Germany	REPORT	
TOPIC	Gross Doella Airfield		25X1
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		27 January 1955	25X1
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			
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1. Prior to 12 January 1955, it was observed that the eastern edge of hardstand No 6 at Gross Doelln airfield was 40 to 50 meters west of the longitudinal boundary of Jagen (forest sub-district) 101/102. The outer edges of all 6 hardstands were 25 to 30 meters from the edge of the wood. 25X1
2. The previously mentioned plan concerning the construction of about 170 aircraft revetments was not realized.<sup>2</sup> Furthermore, preparatory work for such a project has not been observed.
3. The airfield appeared to be serviceable. Concreting work had been completed, the runway cleared and free of obstacles, and the taxiway cleared except for some construction material on the railroad crossing. As of 23 December 1954 nothing had been said about declaring certain portions of the field as off limits to construction workers.<sup>3</sup>
4. The concreting road between fuel dump I and the planned fuel dump II was completed. Construction work on the second fuel dump was not yet observed. Two wooden sheds, 5 x 20 meters and 5 x 10 meters, were constructed in Jagen 161 south of the connecting road. The interior and outer sides of the wooden walls were painted with carbolineum.<sup>4</sup>
5. In mid-December, the work force amounted to about 1,500 men. This number was to be reduced to 500 in the near future. A number of workers were allegedly transferred to Querfurt where a large scale construction project was allegedly under way.<sup>5</sup>
6. It was learned that a large Soviet unit was expected to arrive at the field in the near future.<sup>6</sup>
7. The Soviet Air Force construction unit left the construction site between 25 December 1954 and 1 January 1955. Only a rear detail remained at the field.
8. The headquarters building was completed and vacant. Soldiers were expected to move into the quarters in the near future.<sup>6</sup>

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9. Fourteen lightning rods which had been grounded were placed around the 4 containers in fuel dump I. They projected above the containers by about 5 meters. The pumping house had 2 flues on its northern and southern walls. Three vent pipes terminated in each flue. The ends of the pipes were attached to the wall at equal distances. A sieve was fitted at the end of each pipe. Three electric motors with an output of 380 Volts and 26 Amperes each were observed in the pumping house. The following Russian inscription was seen on the motors:
- " П П П А О Н С " 66/4  
" " "
10. A large pit for the scheduled fuel dump II was excavated by a dredger in the western section of Jagen 157, just south of the eastern connecting lane between the runway and taxiway prior to 24 December 1954. Work was not resumed in early January 1955.
11. The connecting road between fuel dump I in Jagen 162 and the scheduled fuel dump II in Jagen 157 was completed by 25 December 1954. The road was about 6 meters wide and had a concrete cover about 15 cm thick. It ran parallel to the taxiway and 156 meters from its southern side. The road turned 90 degrees to the north just south of the western and eastern connecting lanes between the runway and taxiway and terminated at the taxiway.
12. A construction superintendent stated that construction work on 21 buildings was to begin in the spring of 1955. Many construction workers and assistant workers were to be hired for the buildings which were to be erected south of the headquarters building.
13. The spur track to the cement sheds and the embankment was removed. The rail connecting to fuel dump I was serviceable. It terminated near kilometer marker 13.2 and crossed the taxiway lane A/B near kilometer marker 10. At the crossing, the space between the rails was filled with concrete, except for a small gap at the inner side of the rails. The railroad line crossed the Vietmannsdorf-Gross Doelln road near kilometer marker 11.3. A second track began 180 meters east of the Vietmannsdorf-Gross Doelln road and extended 4 meters from and parallel to the other track along the freight station. There was a paved area of 40 x 120 meters at the freight station. The road which extended from the Vietmannsdorf-Gross Doelln road to the freight station was concreted and had a length of 250 meters.
14. A connecting road without concrete top layer was constructed between the cantonment and the cement shed. It extended along the edges of Jagen 159 and 160, crossed the railroad line near kilometer marker 12 and terminated in front of the storage shed. The clearing was widened by about 20 meters. Another road branched off from the aforementioned road and extended to the freight station.
15. Security measures at the construction site were intensified. Double sentries were posted at the entrances and carefully checked the passes of personnel entering and leaving the installation. An individual sentry was observed at fuel dump I. Two patrols continuously guarded the construction site throughout the day and particularly after nightfall.

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16. Concreting work at Gross Doelln airfield was completed by the target date on 21 December. A bonus had been promised by the construction staff for keeping this target date. Since 21 December, only clean-up work was being done on the construction site. New construction projects were not yet started. A SED functionary stated that construction work was to be resumed but not before March 1955 because of frost. The German work force was considerably reduced. It was learned from conversations that personnel were mainly being transferred to construction projects in the Eggesin area where cold storage warehouses were under construction and to Usedom, where undetermined installations were under construction. Local residents stated that storm damages were to be repaired in Usedom. It was also heard, however, that work would allegedly last for 2 years at Usedom.

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17. [redacted] a total of 1,103 workers were employed at Gross Doelln airfield on 20 December 1954.

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1. [redacted] Comment. For sketch of hardstands, see Annex 1 [redacted]

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2. [redacted] Comment. No information has been received [redacted] concerning the construction of aircraft revetments.

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3. [redacted] Comment. This information is correct. The two runways and the taxiway are serviceable.

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4. [redacted] Comment. This connecting road has repeatedly been reported.

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5. [redacted] Comment. The work force was planned to be reduced during the winter months of 1954/1955. In this connection, workers were transferred to other construction sites.

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6. [redacted] Comment. [redacted], some buildings in the cantonment were to be vacated for air force units by 20 November 1954. The correctness of this information cannot be rated.

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7. **The Soviet Air Force construction unit transferred to Wildpark-West. On 1 Jan**

7. [redacted] Comment. The Soviet Air Force construction unit transferred to Wildpark-West. On 1 January 1955, the rail shipment was observed passing through Satskorn railroad station.

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8. [redacted] Comment. The information on the presence of electric motors in the pumping house of fuel dump I is received for the first time.

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9. [redacted] Comment. Construction work on fuel dump II will presumably start after the frost period.

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10. [redacted] Comment. For course of roads, see GSGS 4414, sheet 2946/47 and sketches forwarded previously.

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